

## **Addendum 1 to the City of Grinnell Comprehensive Plan 2004** **Highway 146 South Corridor**

### **Introduction**

There are four primary road entries into the city of Grinnell: Highway 6 east and west and Highway 146 north and south. The Highway 146 south corridor, with its connection to Interstate 80, is the primary entry point for most traffic into and out of the city. Since it is the most heavily traveled route into the city, it has the greatest impact on both visitors' and residents' perceptions of Grinnell. It is also the area where we expect most new retail development to occur over the next ten to twenty years. Because of its aesthetic and commercial importance, it is appropriate to establish some guidelines for development along the Highway 146 south corridor.

### **Highway Entry Points**

Highway 146 must safely accommodate all traffic on the corridor. This includes vehicles entering or exiting businesses along the corridor as well as through traffic. As development occurs along the corridor, it will become increasingly important to control traffic and to provide a safe separation between local and through traffic.

Local traffic favors numerous access cuts on the highway to provide entry to business properties. Through traffic favors a minimum of access cuts to reduce delays and to minimize the frequency of accidents. We believe that the highway now has a sufficient number of access cuts to serve likely future development and that additional cuts will impede traffic flow and increase the number of vehicle collisions.

On the currently undivided portion of Highway 146 south of Garfield Avenue, there should be no additional access cuts made to the road, although the location of the cuts may be changed to suit particular purposes. On the divided portion of the highway from Garfield Avenue to the I-80 interchange, there should be no additional cuts made across the median. Access cuts onto and off of the highway in this area should be limited to the locations of the median crossings now in place. Frontage and auxiliary roads should be placed to provide safe access to businesses without unduly impeding traffic on the highway.

### **Street Lighting**

Adequate and appropriate street lighting is necessary for traffic safety and is desirable for the appearance of the entry to Grinnell. The existing street lights are a recent addition and appear to meet the existing needs. As the corridor

develops and especially as intersections are enlarged and improved, the City and the IDOT will need to ensure that lighting keeps pace with development. The city council should also review its existing ordinances and policies concerning street lighting throughout the city. As with all other areas of Grinnell, our goal is to make all lighting along the corridor comply with the guidelines recommended by the International Dark-Sky Association.

### **Architectural Standards**

Since the corridor serves as both a commercial district and as the primary entry for the rest of the city, it is appropriate to establish architectural design standards for new construction to improve and maintain the appearance of the area.

The city council should amend the City Zoning Ordinance to include architectural standards along the corridor that will enhance and preserve the city image and character. These standards should be developed using Chapter 17.60, Architectural Standards, of the city of Johnston, Iowa, Zoning Ordinance, as a base document. Paragraph 18 of the Development Standards Manual of the city of Clive, Iowa should be incorporated as well. These two documents, along with certain local changes, will provide sound standards for new development along the corridor. Once agreed upon, these same standards would likely prove applicable in other areas of the city as well.

### **Current Structures**

The city council should amend the city building code to require that existing buildings along the corridor south of Garfield Avenue will eventually be upgraded to meet the architectural standards along the corridor. When the cost of upgrading an existing building along the corridor meets or exceeds 30% of the assessed value of the building, then the building should be required to meet the new architectural design standards after the upgrade.

### **Trees and Plantings**

The state right-of-way along Highway 146 varies in width throughout the corridor. While the IDOT controls this land, the city of Grinnell has an obvious interest in how the land is managed and controlled. The city council and city staff should work closely with the IDOT to achieve and maintain the best compromise between the benefits of trees, plantings and landscaping along the corridor, and the cost of maintaining the corridor in an acceptable condition within budgetary constraints.

## **Bike Trails**

Establishing a bike trail along the Highway 146 corridor is a long standing goal for the city. This trail will provide access to local businesses along the corridor as well as linking to the Grinnell Area Recreational Trail system. The priority of construction of bike trails/walking paths along the corridor should go to the west side of Highway 146, extending at least to Stagecoach Road Avenue. If funding is available, then a similar path should be built along the east side when possible. The trails should be located within the 40-foot landscape easements along the highway with as much safety distance between the trails and the highway as is possible. All trails must be designed to provide the maximum possible safety for users.

## **Speed Limits**

The speed limits now in effect were established using traffic study data, which is now somewhat out of date. As the corridor develops, the traffic patterns and densities will continue to change and will require changes in speed limits and other traffic controls. The city should request that the IDOT conduct a full traffic survey of the Highway 146 corridor once the new Wal-Mart store is opened for business. The city and IDOT will need to monitor traffic patterns as the corridor develops and must be prepared to make further changes as needed.

## **Airport - 2nd Runway Glide Slope**

The citizens and city government of Grinnell have invested a significant amount of resources in the construction and expansion of the Grinnell Regional Airport. We anticipate that the airport will continue to grow in use and importance to the citizens of Grinnell and the surrounding area. A major part of the improvement plan for the airport is the eventual construction of a crosswind runway. In order for this runway to be built and to be most useful, it will be necessary to prevent encroachment into the glide path for the runway. City ordinances should be updated to prevent the erection of structures that would impinge on the projected jet glide slope of the planned runway.